

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

B-3704

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DATE ENTERED

29

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Canton Historic District

AND/OR COMMON

Canton

2 LOCATION

STREET & NUMBER

CITY, TOWN

Baltimore City

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Third

STATE

Maryland

CODE

24

COUNTY

Baltimore City

CODE

510

3 CLASSIFICATION

CATEGORY

☒ DISTRICT
☐ BUILDING(S)
☐ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☐ PUBLIC
☐ PRIVATE
☒ BOTH
PUBLIC ACQUISITION
☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
☐ YES: RESTRICTED
☒ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE
☒ COMMERCIAL
☒ EDUCATIONAL
☐ ENTERTAINMENT
☐ GOVERNMENT
☒ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☒ PARK
☒ PRIVATE RESIDENCE
☒ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☐ OTHER:

4 OWNER OF PROPERTY

NAME

Multiple Owners

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Baltimore City Courthouse

STREET & NUMBER

St. Paul Street

CITY, TOWN

Baltimore

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Canton Historic District Building Survey

DATE

Spring 1975

☐ FEDERAL ☐ STATE ☐ COUNTY ☒ LOCALDEPOSITORY FOR
SURVEY RECORDS

Dr. Norbert Zaczek

CITY, TOWN

608 S. Ellwood Ave. Baltimore City

STATE
Maryland

21224

id from N.R. October 1981

7 DESCRIPTION

B-3704

CONDITION

—EXCELLENT
—GOOD
—FAIR

—DETERIORATED
—RUINS
—UNEXPOSED

CHECK ONE

—UNALTERED
—ALTERED

CHECK ONE

—ORIGINAL SITE
—MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The proposed Canton Historic District, approximately 350 acres, is an urban-industrial neighborhood in southeast Baltimore, featuring 91 square blocks of row houses built close to the harbor and to the commerce of the larger Canton industrial community. Some of the larger industrial buildings line the southern rim of the district, with access to the harbor and the Penn Central Railroad, along Boston Street.

The streets are laid out uniformly from north to south and east to west, on land that rises gently but steadily from the northwest branch of the Patapsco River, north to Patterson Park, and northeast to a height of one hundred feet in the vicinity of Foster and Conkling Streets. Boston Street is the only exception to this street plan, diagonally following the edge of the waterfront on the south, as do Cambridge and Exxes Streets in the northwest corner of the district.

The streets, houses and other buildings were built in a variety of sizes, shapes, and styles. The district includes major transportation arteries (Eastern Avenue on the north and Boston Street to the south), narrow alley streets, such as Glover Street and Belnord Avenue. Interspersed throughout the district are numerous courts, like Holtzman and Wise, usually one block in length with limited access. The longer and more uniform blocks of flat roof, Roman brick rowhouses built in the early 20th century vintage where more variety in size and style exists, and where more alterations have occurred.

Most blocks include some type of business or service, like the bakery, laundry, corner store or tavern, that has rendered a stabilizing influence upon the neighborhood, and which architecturally is part of the block unity; but often a church, school, club or shop breaks the visual continuity of the rowhouses. Higher concentrations of businesses are found along Eastern Avenue and the 500 block of south Conkling Street.

Interspersed throughout the district are twelve churches which add to the architectural and social significance of the area: 1) Patterson Park Baptist Church (corner of Eastern Avenue and Robinson Street), built in 1911, is a two-story brick structure with a low-pitched tile roof. Romanesque in style, it features powerful brick corbels and stained glass windows. 2) The Canton Baptist Center and Mission of the Patterson Park Baptist Church (3302 Toone Street) was built in 1866 by a Welsh congregation. It is a small, one-story brick structure with a gable roof, and a simple facade composed of four pilasters under a plain pediment. 3) Saint Bridgid's Church (Ellwood Avenue and Hudson Street) was built in 1967. This modern brick structure with metal hip roof features a large metal latin cross at the highest point on the roof and the traditional stained glass windows, preserved from the old church. 4) Saint Casimir's Parish has two church buildings. The newer church, built in 1927 and located in the split section of O'Donnell Street facing Kenwood Avenue, is a limestone Renaissance Revival structure. Twin bell towers dominate the facade, and between them is situated a triple-arcaded portico with terra-cotta tile roof. The older church, built in 1902, is directly behind the new church, facing Lakewood Avenue. It is a red brick, two-story structure, originally erected as a combination church and school building.

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5) Sacred Heart of Jesus Church (corner of Foster Avenue and Conkling Street), was built in 1908 in connection with the large rectory directly behind it. The church is a massive stone structure with terra-cotta roof and elaborate entranceways on the north side. In the front, two large asymmetrical towers dominate the main entrance, where two flights of steps lead up to an elaborate stone Romanesque entrance topped with crosses and an elaborate finial. 6) The Second Congregational Church (corner of Highland Avenue and Elliott Street), was built in 1891. This one-story white frame structure with high pitched tile roof features two towers with high, pointed shingled spires. The front tower and the larger of the two serves as the main entrance at the corner of the church. The doorway and stained glass windows have pointed arches. There is a rose window and sawtooth raking above the gables as well. A yard area to the east of the church enclosed by a low iron fence separates the church from the rowhouses nearby. 7) The Chapel of the Holy Evangelists Episcopal (corner of Potomac and Dillon Streets), was built in 1899. This painted brick structure with high pitched tile roof features round arches over the doorway and stained glass windows and a large stone celtic cross on the roof in front. A landscaped yard (enclosed with a high anchor fence) extends from the south side around to the east where an older schoolhouse is located (1877). 8) United Evangelical Church of Christ, built in 1957, is situated between the larger four-story school building and four-sided clock tower, and the two-story Tudor parsonage on the corner of East Avenue and Dillon Street. It is a new brick structure with a high pitched roof. A short flight of steps leads up to two double wooden doors, above which is a three-centered arch with stained glass. 9) Messiah Luthern Church, built 1890-1900, is located in the split section of O'Donnell Street facing Potomac Street. The ashlar stone structure with low-pitched tile roof features pointed arches and stained glass windows, a large copper cross, and four finials on the roof above the front. 10) The Canton United Methodist Church (corner of Ellenwood Avenue and Dillon Street), is a simple Gothic Revival edifice built in 1884. The painted brick structure with dormers and high-pitched slate roof features pointed arches over its doorway and stained glass windows. A flower garden in the back of the church adds to the beauty of the area. 11) The Salvation Army, built in 1945, is located at 519 S. Ellwood Avenue. It is a one-story formstone structure with high pitched tile roof. The front facade displays three stained glass windows with pointed arches and twin doorways with triple pointed arches. An additional newer building of the same design extends east from the back into a yard area which is enclosed with a low anchor fence. 12) The Slavic Church of Christ, (corner of East Avenue and Fleet Street) was built in 1922. This one-story stone structure with marble trim and hipped gable roof features round arches over the doorway and stained glass windows and a stone celtic cross at the highest point of the parapet in front. Decorative sawtooth raking is used along the gables.

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About sixteen square blocks along Boston Street are presently vacant. Half of this property, formerly part of a thriving industrial climate, has since been abandoned and razed. The other half, which include many blocks of houses and commercial buildings between Lakewood and Ellwood Avenues, was razed because of a proposed expressway.

All of the larger industrial buildings are located along the southern edge of the district and utilize the harbor and Boston Street as means of transportation. Along the south side of the 2300 block of Boston Street are the two-to-four-story industrial brick buildings of the Volunteers of America. Along the 2400 to 2600 blocks of Boston Street is the American Can Company. Side tracks from the Penn Central System on Boston Street lead into the complex of four-to six-story buildings. Some late 19th and early 20th century painted brick buildings are identifiable from the Boston Street side, and in more recent years have had additions built to accommodate the expansion of the plant.

On the south side of the 2600 block of Boston Street, on the part of the point that extends out into the northeast branch of the Patapsco River, are the three-to-four-story buildings of the Renneburg Company. Of all the larger industrial buildings, the three and one-half story, twenty-four bay brick buildings located at 2639 Boston Street is particularly noteworthy. This solidly constructed former chair factory is a well preserved example of post Civil War architecture.

Extending from the south side of the 2700 block of Boston Street and on most of the point of land that extends into the harbor, are located seven two-to-four-story brick buildings of the J.S. Young Company. Some of the buildings were built during the 19th century, although most are now connected to one another by more recent additions and expansion. Lakewood Avenue extends south across Boston Street and runs between the Renneburg and J. S. Young Companies. A side track from the Penn Central Railroad enters the J.S. Young Company from Lakewood Avenue and Boston Street. Presently the J.S. Young Company is not in operation. Two office buildings have been damaged by fire, and all the vacant buildings are in deteriorating condition.

In the 2800 and 2900 blocks, between Boston Street and the harbor, are the large 20th century brick buildings of the Continental Can Company. Presently the buildings are used as warehouses. Linwood Avenue extends south of Boston Street to the waterfront and between the buildings. The Atlantic Southwestern Broom Factory is located in the square block surrounded by Toone, Conkling, Boston and Baylis Streets. Some late 19th century brick buildings represent the oldest part of the plant, and some additions and expansions have been made in the 20th century. Directly north in the next square block is a newer storage and bottling plant of the Schaefer Brewery.

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A few other buildings that have significant functional size or architectural presence are worth noting: School No. 6 built during the late 19th century, is located on the corner of Eastern and Montford Avenues. Presently abandoned but in good condition, this two-story, red-brick structure with low-pitched tile roof preserves the architectural elements of school buildings of its day. School No. 47, built during the late 19th century, is located on the corner of Eastern and Linwood Avenues. This large, three-story, twelve bay, brick structure with tiled hip roof and molded wood cornice with small brackets, was considered in its day a monument to progress in the city's public school system. Two newer additions to the school, built during the early 20th century, are located in back of the main building and face Linwood Avenue. School No. 230 built during the early 20th century and before 1932, is the largest and newest school in the area. This massive, five-story, brick structure is located on the east side of the 800 block of South Highland Avenue, and features a high-pitched tile roof and two large wings on either side. A large play-ground described above, is situated in back of the building. The Linwood Avenue Firehouse, built in 1902, is located in the split section of O'Donnell Street in the 2800 block, and faces the playground area and the Old Canton Market roof. It is a two-story, five-bay, buff-brick structure with flat roof and tall, thin tower on the north side of the building. A molded wood cornice with small brackets and a parapet above extends around the front section of the building. Branch No. 4 of the Enoch Pratt Library, built from 1895 to 1896, is located at one end of the split section of O'Donnell Street and faces Ellwood Avenue. This one-story, brick structure features a tiled hip roof with "eyebrow" dormers and entrance with finials and semi-circular arches over window and doorway. A narrow yard area encircles the building like the other early Pratt branches, this building possesses a wealth of late Victorian decorative details.

Ninety-seven buildings, including businesses, industry, churches and schools, built after 1914 and termed as "new" form about 2% of the total number of buildings. All rowhouses and small businesses, totalling 5,396, were built before 1914.

The rowhouses fall into three building periods: 1) mid-19th century 2) late 19th century, and 3) early 20th century; from each period, one or two predominant architectural styles emerge. From the mid-19th century period, the first distinct architectural style represented follows the basic pattern of two and three story, two and three bay, painted brick facade with gable roof and a double row of brick cornice. The brick bond is running, and flat or arched lintels trim the one-over-one windows and the narrow transoms. The door is glass or wood paneled, and the steps are wood, painted white, or brick. Also, under this basic style, there are a few fine examples of two-and-one half stories and three-and-one-half stories with either dormers or eyebrow windows. Corner stores and storefronts from this period follow the basic architectural style of the houses, but with somewhat larger proportions and with wood trim around the first floor store window. Variations include differences in size and proportion, some

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flat roofs, wood cornices, two-over-two windows and various door styles. The most common alteration is the formstone facade.

The second distinct style of the mid-19th century period is the "flaunder" or shed roof; this painted brick facade, is two stories with two bays and a parapet. Other architectural elements are common to the period. The "flaunder" is distinctively built, individually and in pairs, and with a front yard is set back from the common facade line in its row.

The number of houses of this period total over 700 or 14% of the houses in the area. They are in generally good condition with, on the average, one to four architectural elements altered. Built in clusters of two to twenty, the highest concentration exists in the northwest corner, and more sparsely throughout the southern half of the district.

From the late 19th century period, the basic architectural style represented is the flat roof, painted brick, two and three story, two and three bay rowhouse. Round-arched and flat-arched lintels over windows and transom entrances are common. Glass paneled doors are most common, with brick, marble, or cement steps. Shared or unshared alleyways are also common to this period.

Variations include a variety of stylized cornices, flat or arched transoms, parlor sash and door styles. Corner stores and storefronts from this period follow closely the basic architectural style of their row, but usually with more lateration to the first floor facade. A few corner dwellings throughout the district are graced with a second-story side porch, a side oriel or bay window, or a side cornice or parapet.

Built in rows of ten to fifteen units, houses of this period are in good to excellent condition and, on the average, with one to three architectural elements altered. Amounting to about 51% of the total number, the highest concentration exists throughout the southern half of the district. (For location and styles C.F. Appendix: "Location Index of architectural styles-Canton Historic District")

From the early 20th century period, the basic architectural style represented is the Roman brick flat roof, two-story, two-bay rowhouses. The brick bond is basically running, with some variation in the use of headers noted on particular rows. White marble steps, watertable and lintels are a strong contrast to the brick facade, and also trims the one-over-one windows, the leaded or plain glass parlor sash, and the glass paneled door and leaded-glass transom. On nine blocks the rows have a second-floor oriel with a light or dark cornice made of wood or metal molding with brackets. About half of the remaining houses are without an oriel and have a white cornice of metal molding and finials. The other half are predominantly formstone and some have ^{no} cornice.

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The houses of this period amount to 35% of the total number, are clearly uniform in size, proportion and style, and are in excellent condition. The houses with very little or no alteration are concentrated in the middle north half of the district. The formstone houses of this period are concentrated in the eastern part of the district. (For location and styles, c.f. Appendix: "Location index of architectural styles-Canton Historic District").

The qualities which make the district distinct from its surroundings are the age and preservation of the urban architecture, the amount of successful adaptations and alterations, the established institutions and focal points of religious and cultural development and the accessibility to and views of the harbor and Patterson Park, as social and economic resources.

8 SIGNIFICANCE

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PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Canton, an industrial community in southeast Baltimore, is the product of over one hundred years of planned development supervised by the Canton Company, a real estate development firm. The Canton Company, formed in 1828, at one time owned approximately three thousand acres (in the Canton area), including over two miles of prime commercial frontage on the Patapsco River.

Although the majority of the original industrial fabric in Canton has been replaced by its modern counterparts, several warehouses, the residential neighborhoods and the social composition of Canton have retained much of their historic character. The numerous blocks of brick rowhouses interspersed with several frame, brick and stone churches provide an uninterrupted picture of a working-class neighborhood in the second half of the 19th century.

The evolution of the industrial suburb of Canton began in 1828, with the formation of the Canton Company. In this year, Columbus O'Donnell and William Patterson, prosperous Baltimore businessmen, approached Peter Cooper, the manufacturer and financier, with a scheme to develop and improve a large tract of countryside along the Patapsco River, east of Fells Point. At the time, Cooper and the people of Baltimore were excited over the pending completion of the Baltimore and Ohio Railroad and a boom in Baltimore seemed likely. The trio purchased the three thousand acre tract for \$105,000.00 and in December they, with four other partners formed the Canton Company of Baltimore. In March 1829, the Company was incorporated by the Maryland General Assembly. Its stated purpose was "to improve in such manner as may be conformable to the laws of the state, any lands which shall belong to said Company, by laying out streets, etc., in the vicinity of Baltimore, on or near navigable water and erecting and constructing wharves, slips, workshops, factories, stores, dwelling and such other buildings and improvements as may be deemed necessary, ornamental and convenient." 1 The land acquired by the Company was largely undeveloped in 1828. The majority of the property had been contained in the 2,500 acre estate of Colonel John O'Donnell, father of Columbus and the first trader to bring a shipload of goods from China to Baltimore. The estate, which O'Donnell established in 1785 was named Canton, in honor of the remunerative trading venture.

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Major David Stodder's shipyard on Harris Creek was another major feature of the Canton area. This "Navy Yard" as it was called, was located near the present junction of Luzerne and Fait Streets. (Harris Creek gradually filled and was paved over by the late 19th century). The most famous product of Stodder's yard was the U.S.S. Constellation built between 1794 and 1797. Elsewhere in Canton was Potter's Racetrack, established in 1823 near Clinton and Boston Street. A second track, Kendall's was established nearby some years later. The 1840 and 1844 Whig Party Presidential Conventions were held at these tracks. Toon's Pleasure Gardens were another early feature, located near Toone and Potomac Streets.

Probably the first concrete action taken in the scheme of development was by Peter Cooper, who erected the Canton Iron Works at Hudson and Montford Streets in 1829. In this foundry Cooper produced the materials for his invention Tom Thumb, the B & O's first steam locomotive. Under Cooper and his successor, Horace Abbott, the iron works became one of the prominent industries in Canton and Baltimore.

Aside from the foundry the major effort of the Company in the early years was to build up the Canton waterfront with wharves. In 1833 and 1835 land sales were held and by the latter date, sales amounted to \$93,618.50. Undoubtedly, much of this apparent prosperity accrued from the inflationary speculation on Canton shares conducted on the New York Stock Exchange. Nonetheless, slowly and sporadically, the Company and private capitalists began to develop Canton's potential.

The Canton Company's annual Report of 1850 estimated that improvements amounted to \$300,000.00 and the estimated value of property totalled two million dollars. Industrial properties included three iron furnaces and one forge, a cotton mill, a steam saw mill, a distillery, a candle and lard oil factory, a steam planing machine and sash factory, a rope walk, two shipyards and seven brickyards, all employing nine hundred men. In addition, the original depot and shops of the Philadelphia, Wilmington and Baltimore Railroad were located there.

In the planning stage was Denmead's Engine factory and, more significantly, the Baltimore Copper Smelting Company was in the process of erecting its plant on the peninsula on the west side of Clinton Street. This last named enterprise evolved in forty years to become the largest copper refining plant in the United States.

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The annual report further records 108 brick or frame dwellings, one public school and two churches and a total population of two thousand people. Meanwhile Baltimore itself was beginning its own mid-century boom under the impact of the industrial revolution and the eastern limit of the city building had passed beyond Fells Point and onto Canton holdings.

The role of the Canton Company in this growth was that of a real estate agent and a landlord. The Company not only endeavored to attract industry into Canton, it constructed wharves, warehouses and dwellings, which it leased, rented and sold. The Company's general agent was the man responsible for "contracting, supervision of construction, real estate, payments and collections."² Examples of the Company's construction in this era are the wharves from Washington Street to Clinton Street, circa 1833, the Atlantic Wharf at Boston and Lakewood Streets, and the "old Brick row" of houses at Kenwood and Dillon Streets. In addition to the Canton Company's activities, non-industrial building was done by both the local capitalists and workers. As industries were founded, land was sold for the building of houses and stores to accommodate workers. Occasionally land was donated for the building of churches. One example of this procedure is associated with the Baltimore Copper Smelting Company, most of whose employees were Welsh, traditional copper workers. The smelting company erected Copper Row, since demolished, for its workers, while the Canton Baptist Mission, located on 3302 Toone Street, was built in 1866 by its Welsh congregation.

The increasing demand for deepwater harbor facilities, the advent of steam power and the increased scale of industry all combined to assure Canton's growth. The race tracks and pleasant drives were gradually giving way to mills, warehouses and worker's housing. Brickyards, which had occupied much of the open land on the Canton peninsula were replaced with more factories and coal yards.

In 1855, the Philadelphia, Wilmington and Baltimore Railroad alone carried ten thousand tons of coal into Canton. This proved to be an indication of Canton's post Civil War importance as a shipping and railway center. Through the Civil War, activities, especially maritime, continued. At the Abbott Mills, production of rolled iron plate for the Federal Government was a major concern. The armor plating for the Monitor and other ironclads was produced by the Abbott Mills, and employees there were exempt from the draft.

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Fort Marshall, one of the ring of posts surrounding Baltimore, was erected in 1861 on Snake Hill, at the present site of the Sacred Heart of Jesus complex.

In 1866, the Canton Company initiated one of its major undertakings, the Union Railroad, which was designed to serve as a connector between the Pennsylvania Railroad, and the railroad lines from the north and west. The major element of the railroad was the Hoffman Street Tunnel which carried the road for approximately fifteen blocks (5/8 mile), under downtown Baltimore, to the Union depot on Charles Street. A tremendous engineering feat for its day, the tunnel took two years to build, with three hundred men continuously employed. The total cost of the railroad was \$2,300,000.00 and the completion date was July 25, 1873. At the Union depot in central Baltimore the railroad could connect with the three other major lines in Baltimore. The Union Railroad was sold to the Northern Central Railway Company in 1882, with a proviso for the protection of the Canton interests.

The completion of the connecting railroad in a sense marked the end of Canton's Status as a suburb of Baltimore. With grain, coal and other Western commodities being shipped from the Canton piers those facilities in effect became the eastern half of Baltimore harbor. The prosperity of the Canton Company enabled its directors to offer to subscribe to a "liberal amount of the capital stock of any respectable and responsible company which would locate in Canton"³, in 1873. The year before, the Company President had visited Europe to encourage emigration to Canton. Skilled workers, mechanics in particular, growth of residential neighborhoods north of the quays had eliminated the open land which previously made Canton a separate community and the city indeed stretched in unbroken blocks of rowhouses across Harris Creek and into the heart of Canton. In Canton, itself, the previous concentrations on the east and west sides of Harris Creek, and along Clinto Avenue were growing together, especially along O'Donnell, Hudson and Dillon Streets.

As elsewhere in the country, the immigrants who provided much of the labor force came in waves. The chronology of the various nationalities arrivals can be inferred from the construction of Canton's various churches. The Welsh, who were among the first to arrive, had already moved from their first church to a new one in 1866. The Irish-Catholic congregation of St. Brigid's was founded in 1854. The Church's rectory, the oldest of the remaining church buildings, was built in 1864, and then occupied by Father James Gibbons, who later became Archbishop of Baltimore and then James Cardinal Gibbons.

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The 1871 Company report mentions setting ground aside for the erection of churches for the German Methodists and the German Catholics. The final group, the Polish, erected their church, St. Casimir's in 1902.

Most of the two and three-story brick houses were built by the row by private builders who purchased or leased the land from the Company. New industries in post Civil War Canton included oyster and fruit packing plants, machine shops, carworks, gas works, chemical works, sugar refineries and oil refineries, in addition to the iron and copper foundries and furnaces, saw mills, woodworking mills and breweries which had characterized ante bellum Canton.

The Patapsco Bridge and Iron Works were located near Harris Creek. This factory was the property of Wendell Bollman, the engineer responsible for the Bollman truss. In 1891, the largest electrolytic refining plant in the country was installed by the Baltimore Copper Smelting. In 1877, the Consumer's Mutual Gas Light Company was started for the purpose of introducing the new water gas manufactured by the Lowe process. This plant, located at Lancaster and Patapsco Streets, was the largest Lowe process plant built at the time and was in service until 1904.

Petroleum, both crude and refined was one of the major commodities which passed through Canton. In 1897, John D. Rockefeller managed a merger of several small oil works in Canton under Standard Oil. Today, the Exxon refinery is one of the largest industries in Canton.

Each new industry increased the labor force and residential development had spread northeast to Highlandtown and the vicinity of Patterson Park.

In 1905, the Canton Company decided to reenter the railroad field. Constructed between 1907 and 1914, the Canton Railroad provided direct connections between individual industries and the three major railroads, the Baltimore and Ohio, the Pennsylvania and the Western Maryland lines. The railroad, which today includes over forty miles of right of way, continues to provide convenient service for Canton industry.

Probably the last parcel of undeveloped land in the historic district was built upon in 1907. In this year, Canton Park, the old public square at Potomac and Fleet Streets was cleared and then built up with rowhouses. After this, new building was continued to the north of Eastern Avenue. Aside from industrial construction, little new building has occurred in Canton since the early 20th century. Most recent building has been replacement of earlier churches and schools.

See Continuation Sheet 5

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The industrial properties of Canton, however, have undergone almost continuous change. The modernization and expansion of these enterprises have regularly replaced older factories and plants.

Among the few surviving factories and warehouses of historic interest are:

The J.S. Young Licorice Extract Co. plant at 2701 Boston Street. A few structures and a portion of the licorice wharf survive from the late 19th century. The company, which was founded here in 1869 has recently vacated this plant.

Directly west of the Young property is the Edward Remneburg and Sons Company, at Boston and Lakewood Streets. This machine parts company occupies an earlier building which was formerly part of the Chipman Chair Factory. This structure is a fine example of post Civil War mill construction.

Farther west of Boston Street, there are two early 20th century brick warehouses, part of the American Can Company, founded in 1901, as well as several warehouses dating from the late 19th century, which front directly onto Boston Street and the now empty wharves.

Although progress has claimed much of Canton's historic industry, the social structure has changed little. The immigrants havenaturalized but they firmly retain their ethnicity, as is witnessed by the continued strength of the ethnic churches. Similarly, the population is still overwhelmingly blue collar, the new Canton industries still provide the employment which created Canton over one hundred years ago.

The Canton Company no longer has as direct an interest in the Canton community as it once did, as its industrial center has moved southward and eastward away from the residential neighborhood. Nonetheless, it continues to pursue the same goals it established in 1828.

FOOTNOTES

1. _____, Charter and By Laws of the Canton Company of Baltimore, 1849, John Murphy and Company, Baltimore, 1899, p.30.
2. Ibid, p.5.
3. _____, Annual Report of the Canton Company of Baltimore, 1873, Murphy and Company, Baltimore, 1874, p.7.

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eastern curb then follows Conkling Street to Boston Street's southern curb, and Boston Street to Clinton Street's eastern curb. At both ends of Eastern Avenue within the district, a great deal of commerce exists, and at the same time, separates Canton from the area west of Patterson Park on the west side, and on the east side, from the greater Highlandtown neighborhood. Patterson Park to the north of the district provides a natural boundary, as well as an area of recreation and cultural enrichment with its own historical significance. Conkling Street on the east side, one hundred feet wide, from Eastern Avenue to O'Donnell Street, forms an appropriate boundary between the district and the neighborhood and brewery industry to the east. Additional industry to the east and southeast serve as the remaining boundary to the district.

A survey of the architecture reveals that 17.2% of the houses are unaltered, and 54.1% have only one or two original architectural elements altered. The present use and preservation of the 2800-3000 blocks of O'Donnell Street, formerly a focal point of the area and location of the Canton Market, add further distinction to the district.

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See Continuation Sheet 6

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 350 acres

UTM REFERENCES

A 18 3 6 4 8 10 43 4 9 53 0
 ZONE EASTING NORTHING
 C 1 8 3 6 44 2 0 4 34 8 33 0

E 18/363090/4349120

F 18/363090/4349480

B 1 8 3 64 8 40 43 4 8 470
 ZONE EASTING NORTHING
 D 1 8 3 63 8 00 43 4 8 360

VERBAL BOUNDARY DESCRIPTION

The boundaries of the district follow the natural and man-made developments of the area. The southern boundary follows the bulkhead line of the harbor from the extension of Clinton Street's eastern curb around to the west to the extension of the west curb on Chester Street. On early maps Chester Street is shown as the eastern boundary of Fells Point and the western limits of the Canton Company property. Running up Chester Street to Eastern Avenue's northern curb the boundary follows Eastern Avenue to Conkling Street's

See Continuation Sheet 7.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

1km

NAME/TITLE Dr. Norbert Zaczek

The Rev. Richard E. Choma / John Hnedak

7/76 and 1/77

ORGANIZATION

Canton Improvement Association/Maryland Historical Trust

STREET & NUMBER

TELEPHONE

608 S. & 911 S. Ellwood Ave. / 21 State Circle

(301)-269-2438

CITY OR TOWN

STATE

Baltimore/Annapolis

Maryland 21224/21401

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE X LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

John N. Pearce

2/7/78

TITLE Maryland State Historic Preservation Officer DATE February 7, 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles D. Shuler

DATE

1-29-80

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Emma Rose Saxe

DATE

1/29/80

KEEPER OF THE NATIONAL REGISTER

Regional Coordinator



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BALTIMORE CITY, MARYLAND

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Side (south) facade of library

SCALE:

PREPARED: CAM 7/84

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Rear (West) facade of library

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